

Railroad Strike Grows Worse; Commuters in Chaos; Walk-Out on N. Y. T. Looms as Workers Assault Leader

France Near To Harmony With Britain

Arrival at Agreement To Be Announced To-day, but the Original Issue Still Remains Unsettled

Paris Demands Aid To Disarm Germany

Premiers May Meet Privately to Adjust Differences Yet Standing

By Ralph Courtney
Special Cable to The Tribune
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PARIS, April 12.—There has been a great relaxation of tension in relations between Great Britain and France over the French invasion of the Ruhr district, and late to-night it was hoped in official circles here that the whole situation might soon be smoothed over.

Premier Millerand in Paris and Andrew Bonar Law, the government spokesman in London, in the absence of Premier Lloyd George, will announce to-morrow that the French and British governments have reached an agreement, but neither, will enlarge upon the statement that the nations are in accord.

It was said here to-night that the agreement is on the surface only. The Premiers were said to be at one on the solidarity of the alliance and the necessity of enforcing the treaty, but the profound questions which gave rise to the disagreement have been left unsettled, it was said.

Troops To Be Withdrawn
A semi-official statement given out to-night says the incident "seems to have reached its close." The French government has promised, the communists say, to withdraw its troops from Frankfurt and the other German towns occupied last week as soon as the German government takes out of the neutral zone all but the 16,000 to 20,000 police troops permitted under the agreement of August 9, 1919.

France also has acceded to the principle, insisted on by the British, that in the future, in the enforcement of the treaty, the French shall act only in accord with her allies. Put bluntly, the British demand, as the French saw it, was that neither France nor England should act hereafter except in agreement with the other, but in a case of disagreement English opinion should prevail.

The French naturally disliked such an arrangement, and still demand that France shall have recognition of her special interests, such as her national security, of which she alone shall be the judge. France wants, moreover, a promise from Great Britain of assistance in forcing Germany to disarm.

Meeting of Premiers Possible
The possibility was expressed to-night that Premiers Lloyd George and Millerand would meet at Versailles or Paris, before the French conference in order to settle the underlying differences between them. Whether such a personal meeting would result in agreement and action, however, is still a question. The French conference sessions remains to be determined.

If the Anglo-French incident is smoothed over, as now seems probable, the San Remo conference will take place as scheduled, and much interest will center in the first meeting of the British and French Premiers after their quarrel. It probably will be made plain at San Remo whether France and Great Britain are to resume their close relationship.

Premier Millerand handed another note to Lord Derby this afternoon in reply to one received from London earlier in the day. If the answer is as satisfactory as expected, the Premier will go ahead with his plans to join the other leaders at San Remo.

After France last night had given England a full explanation of her views on conditions in the Ruhr Valley and the action thereon she received a note from the British government, which was couched in the most conciliatory terms. The note brings out the fact that there has been misunderstanding between the two governments, and that England had expected to receive a second notice from France before the occupation of Frankfurt, the note said, while France believed that had already given all the notification that was needed.

Note May End Tangle
In this last note England asks whether she understands Mr. Millerand to mean that France, before further action, will await the agreement of the British government. The French Premier immediately wrote his reply and handed it to Lord Derby. As to its contents, all that can be said is that they lead to hope of immediate settlement of the dispute. Before speaking in the French Chamber, however, Mr. Millerand will await confirmation from England that the incident is closed.

French official circles are understood to have been just as surprised at the extremely friendly tenor of the British communication as they had been at the brusqueness of preceding documents, and they are anxious to know what has happened to cause such a decided change. It is remarked here that in London "The Times" is asking Premier Lloyd George questions in a way that implies it has reservations to make if forced to do so.

Plain British interests have material claim on the French situation.

M. E. Church Lifts Ban on Dancing

KINGSTON, N. Y., April 12.—The New York Conference of the Methodist Episcopal Church to-day adopted a resolution indorsing a proposal to amend Church discipline by striking out specific prohibition of playing cards, dancing and theatergoing.

"If I were a devil I would slap myself on the back over this action of the conference," declared the Rev. J. J. Deane, one of the oldest members, who led the opposition forces.

Rebels Smash Cabrera Rule in Guatemala

Former President Has Been Taken Prisoner, Says One Report; Is Besieged in Home, Others Declare Capital Still Under Fire

U. S. Marines Landed to Protect Legation; Casualties Believed To Be Heavy

MEXICO CITY, April 12.—The Estrada Cabrera government in Guatemala has been overthrown, according to dispatches to the newspapers here. The revolutionists have formed a new government with Carlos Herrera as President.

Advices to the "Universal," of Mexico City, from Tuxtla, State of Chiapas, say that the Unionist Party is triumphant. The revolt began in the capital and spread quickly to the interior and principal cities. Firing in the capital continues. The principal railroad is in the hands of the Unionists.

One report has it that Cabrera is a prisoner, and another that he is besieged in his home. Excitement prevails throughout the Republic. Numerous Guatemalans in Mexico are crossing the border to participate in the revolt.

GUATEMALA CITY, April 12 (By The Associated Press).—Many non-combatants have been killed in Guatemala City, which has been under shell fire of the forces of President Estrada Cabrera since Thursday evening.

The city is undefended except by volunteers armed with rifles. On the night of the bombardment was kept up from 10 o'clock in the morning until 8 o'clock at night. Shells fell in various parts of the city, and the casualties are believed to have been heavy.

Cabrera is strongly entrenched in La Palma, outside the city. The long threatened revolution in Guatemala against President Estrada Cabrera finally has occurred. Reports to-day at the State Department said the elements of the President had gained control of Guatemala City after some street fighting.

A foreign guard from the cruiser Tacoma and submarine tender Niagara has been landed to protect the American Legation.

Benton McMillin, the American Minister in Guatemala, is reported to have been taken to whatever steps possible to compose the differences between the opposing factions.

McMillin has been brewing in Guatemala for several months, but it was not until last week that any intimation of it reached the public here. Then the Guatemalan Legation published texts of proclamations issued by President Cabrera and American Minister McMillin.

President Cabrera promised constitutional guarantees, and Minister McMillin said that in the light of the American government did not believe there was any reason for revolutionary measures.

Irish Unions Call General Strike To-day

Walk-Out Ordered as Protest Against Treatment of Sinn Feiners Held in Prison at Dublin

Go Hungry 8 Days To Force Trials

Crowds Surround Jail in Demonstrations for the Release of the Prisoners

By Frank Getty
From The Tribune's European Bureau
(Copyright, 1920, by The N. Y. Tribune Inc.)
LONDON, April 12.—Workers of Ireland have been called out on a general strike to-morrow as a protest against the alleged barbarous treatment of political prisoners in Mountjoy Prison, and to demand their release.

One hundred young Sinn Feiners were arrested and held in prison without trial, and are lying in an exhausted condition in their cells as a result of an eight-day hunger strike, to support their demands for trial for themselves and for better treatment for all political prisoners. Many of them are on the verge of collapse. None has died.

All to-day, as on Sunday, crowds surrounded the prison walls, giving demonstrations in favor of the release of the prisoners and sending cheering messages to them. Two officials of the government resigned as a result of the government's refusal to grant a trial to the men and thus end the hunger strike, which, at best, can last only a few days longer.

The chairman of the group of visiting justices, who investigated the circumstances regarding the arrest of the prisoners, resigned after futile protest against the government's refusal to grant a trial to the men and thus end the hunger strike. The government has shown no signs of relenting.

Labor Issues Manifesto
Thus, through a conflict of wills over a technical question of right and wrong, the Irish have faced with a situation that is not to be minimized. The outcome is awaited with something like the tension which gripped the country last Easter Monday.

Labor's response to the demand of the chairman of the Irish Trades Union Congress probably will decide the issue. They are called upon to act swiftly and suddenly to save their homes from the hands of the law.

The manifesto issued to-day says, "At this hour their lives are hanging by a thread. The men have been taken from their homes and families and imprisoned without any charge against them, or if they are to be charged, tried under exceptional laws for alleged offenses of a political character, in outrageous defiance of every canon of justice. They are suspected of loving Ireland and are charged with treason." They are suspected of loving Ireland and are charged with treason.

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Detroit Lightless; 50,000 Jobless

DETROIT, April 12.—Detroit went back to war-time lightless nights to-night and industrial plants received their second blow in six months in the form of a general shut-down as a result of the rail tie-up. Approximately 50,000 factory workers went home temporarily jobless to-night when power was shut off to all but those industries classed as "essential" by the Detroit Edison Company.

De Mott Slain By Sentry at Wesel Prison

American Killed as He Tries to Escape From Captors; Held Under Mysterious Death Sentence

Drastic Inquiry Urged U. S. Had Sought Postponement of Execution to Review Jerseyite's Case

BERLIN, April 12.—Paul De Mott, of Paterson, N. J., supposed to have been an American citizen, was shot dead by a sentry while trying to escape from a prison at Wesel, where he was being held under death sentence. The Foreign Office has ordered an immediate investigation. Just what De Mott had been sentenced for is not known.

From The Tribune's Washington Bureau
WASHINGTON, April 12.—Cabled instructions were dispatched by the State Department to-day to the American Commissioner in Berlin, Ellis L. Dresel, to investigate the case of Paul R. De Mott.

No confirmation was available to-day of the report from Berlin that De Mott had been shot while attempting to escape.

Commissioner Dresel was instructed to urge a postponement of action against De Mott until an opportunity had been given for the establishment of the youth's rights as an American citizen.

The passport said to have been held by De Mott, it was pointed out to-day, did not permit him to enter Germany, and this fact may be advanced by the German authorities as an excuse for the alleged offense.

Because a state of war still exists between the United States and Germany, the State Department has not resumed the issuance of passports to that country. Americans on German soil, however, it was said to-day, have generally been accorded freedom of action by the German government and none thus far has been molested.

Wilbur De Mott, of 116 Totowa Road, Totowa, N. J., father of the boy, has appealed to his Representative in Congress, August Rodine, asking that the government take immediate action.

Mr. De Mott, who is a silk weaver, has received no direct word of his son's death. The young man was a student in Alfred University, Alfred, N. Y., when the war began. He served in the American and British merchant marine and the Dutch public and received the Stetson of the American Red Cross as a publicity man. The last word received from him was a letter written in a small town in France a month ago.

Food Saving Crusade Launched in Passaic

Board of Trade Calls on Government to Assume Charge of Rail Tie-Up

The Passaic, N. J., Board of Trade, at a special meeting last night, adopted resolutions asking the Federal government to take immediate charge of the railroad tie-up. Upon reports of food and milk shortage special committees were appointed to arouse public cooperation in a system of voluntary conservation of the food supply. A ration of 50 per cent of the normal food consumption was requested.

Decision on Strike May Come Tonight

L' and Subway Guards Reported Restless, Accusing Shea of Neglecting the Men's Interests

Receiver Garrison Issues Warning Conference Said to Have Discussed Some Concessions Sought by Union

An "outlaw" strike by employees of the Brooklyn Rapid Transit, which would tie up Brooklyn's "L" subway and surface car systems, loomed as a possibility yesterday.

Following Receiver Lindley M. Garrison's warning, that any employee "who gives aid or comfort to the revolutionary movement" will be immediately suspended, it was announced that the employees will hold a special meeting to-night in Brooklyn Labor Lyceum, Willoughby and Myrtle avenues.

Consensus of opinion among those who listened to the expressions of discontent by men in the company's various barns was that it would require but little agitation to impel members of the union to defy the authority of their officers, scrap their agreement with the company, which runs till August 1, 1921, and walk out.

Receiver Garrison, William S. Menden, superintendent of transportation, and George D. Yeomans, Brooklyn Rapid Transit counsel, conferred for several hours yesterday with P. J. Shea and other members of the executive committee of the Amalgamated Association of Street and Electric Railway Employees, with which the Brooklyn union is affiliated. Garrison refused to disclose what had been discussed. Union officials said they had talked about abolishing the demerit system and the one-man rule, and establishing a new work schedule.

May Offset Radical Appeals
It was reported, however, that these matters were broached merely in the light of concessions which, if granted, might counteract the urgings of radical agitators for a strike.

It is expected Shea will tell the union men to-night what the receiver's attitude is on these questions. Louis Friedman, counsel for the Amalgamated, and Hugh Frazer, A. F. of L. official, also are scheduled to speak.

The meeting was called by amalgamated officials, but it is understood that the union leaders have prevented the men might otherwise meet out of hand.

Many of the "L" subway and surface car employees, as well as the shopmen, especially the younger men, were outspoken yesterday not only in their criticism of the B. R. T. management, but of the course of Shea and the other officers. A common complaint was that Shea had ridden roughshod over the wishes of the rank and file in reaching agreements with the company.

Many subway and "L" guards accuse Shea of partiality in favor of the surface car men, based on racial prejudice. They declared that they were blank last night that they stood ready to join in a move to overthrow him at the meeting.

"L" Motormen's Attitude Puzzle
There is considerable conjecture as to the attitude the "L" motormen on the B. R. T. will assume. They are members of the Brotherhood of Locomotive Engineers and have steadfastly refused to affiliate with the amalgamated, or to take part in any of that organization's dealings with the company. With engineers on the steam roads walking out, there was apprehension that the "L" motormen in Brooklyn and the Long Island Motor Vehicle Company, which is a part of the B. R. T., might quit independently of any action the amalgamated may take.

Yesterday Receiver Garrison had received his M. D. from the first national conference of the railroad union. (Continued on page three)

Dr. Simms Leaves Brain, Heart and Body to Science
As a result of an agreement made several years ago, the body of Dr. Joseph Simms, a famous anatomist, who died Sunday night at the Hotel Empire, has been turned over to the College of Physicians and Surgeons in the interests of medical science. His brain and heart will be weighed and the brain analyzed. Legal authority for such disposal of the body was granted Dr. Simms' widow yesterday.

Dr. Simms, who was almost eighty-seven at the time of his death, was one of several men who are under agreement to leave their bodies and brains to the College of Physicians and Surgeons, where Dr. Edward Anthony Spitzka is a demonstrator. Dr. Simms agreed that his brain should be used for scientific analysis, but provided that Dr. Spitzka must do the dissecting himself, which proviso Dr. Spitzka carried out yesterday.

Princeton Students Are Ready To Run Trains if Needed

President Hibben Offers Services of Volunteers; Rea Says Pennsylvania May Call Them Later; Engineers to Man Shuttle

Special Dispatch to The Tribune
PRINCETON, N. J., April 12.—The students of Princeton University are ready to volunteer as railroad workers the minute the need arises, John Grier Hibben, president of the university, informed Samuel Rea, president of the Pennsylvania Railroad, to-day.

Although Mr. Rea replied that no such action was necessary at present, he added that the time might not be far off when the university students would be called upon. Forfeiting their studies, a number of undergraduates left here to-day to offer themselves to the Erie and Lackawanna until Sunday. Several members of the football team are included in the group.

The civil engineering department of Princeton has offered twenty men to run the shuttle train from the university to Princeton Junction. This has been taken out because its crew walked out at noon today.

This evening President Hibben issued this statement to the undergraduates: "The strike of railroad employees who left their necessary tasks without warning or formulated demands has produced a condition which is already serious and may become sufficiently critical to call for the services of public spirited volunteers. It is characteristic that in this emergency a number of our students have already considered the possibility of offering their assistance in maintaining the flow of supplies to threatened points and have been inquiring for information."

"I realize fully the seriousness of the situation and have sought reliable information from President Rea, of the Pennsylvania Railroad, and have assured him of our readiness to serve. His answer to my inquiry indicates that for the moment there is no place for volunteers. The need of them may develop."

"I have requested that I be informed immediately if such an emergency arises. The university will then take the necessary measures to allow men to volunteer and will indicate, in what way they may render the most needed service."

Wilson to Name I. W. W. Behind Railroad Labor Strike, Aiming Board To-day At Revolution

Brotherhood Chiefs Justify Men's Impatience Because of Great Delay in Presidential Selecting Wage Body

Palmer Consults His Aids
Pointdexter Bill, Aimed to Prevent Strikes, Carries 15-Year Term and Fine

WASHINGTON, April 12.—President Wilson gave assurance to-day to Senator Cramm, chairman of the Interstate Commerce Committee; Vice-President Doak of the Brotherhood of Railroad Trainmen and others that he would appoint members of the new Railroad Labor Board to-morrow. This will start the machinery for settling the "spontaneous" strike of railway employees now spreading over the country.

The Department of Justice is in a quandary. Attorney General Palmer, who arrived here to-day, having rushed back from Georgia, and his advisers in the department do not know how far to go in attempting prosecutions of those thought to be responsible for the strike.

At the department offices the impression is given that the strike resulted from Bolshevik propaganda. It is said the department has been cognizant of the strike for some time, but no explanation is offered as to why the government has not acted if it had this knowledge.

Palmer in Quandary
Mr. Palmer, however, is faced with the situation that the strike without any leaders are not only denying that they had anything to do with starting the strike, but are doing all they can to induce the strikers to go back on their jobs. Further, the leaders have prevented the men from going out in some places.

The labor chiefs are worried by the possibility that the strike, without any leaders from brotherhood officials, may really lead to the organization of a new union of railroad workers, which would scrap the entire group of men now the organized body of the railroad unions. At the same time they justify the impatience of the men, and say they cannot find it in their hearts to prosecute the strikers, in which he was law were in effect, against the members of the commission, which would adjust the wage demands.

Switchmen On 2 Lines To Return

Only Sign of Break Comes From Syracuse as Brotherhood Chiefs Gather Here for Fight

U. S. Troops Will Guard Mail Trains

Commutation Service Is Given Another Setback in Jersey Central Tie-Up

The commutation service in New York was thrown into a greater tangle than ever yesterday by the almost complete shutdown of the Jersey Central, which, with the Lackawanna and Erie systems, carried scarcely any commuters. The New York Central and the Long Island railroad provided the only service approaching normal.

While employees in the passenger service of the Baltimore & Ohio lines on Staten Island suffered a change of heart in their decision to tie up all the lines, those of the North Shore division walked out at 11:45 o'clock last night. The four trains that run on this line from St. George to Mariner's Harbor were deserted by their crews as they were brought into St. George, the last train arriving just before midnight.

Twelve thousand commuters affected will be forced to walk long distances to the too few trolley cars of the Richmond Light and Railroad Company, which thread this territory. It was reported that the two other lines of the Baltimore & Ohio, running to South Beach and Totenville, will be closed down to-day.

Switchmen, trainmen and other employees on the lines of the Delaware, Lackawanna & Western and New York Central lines in Syracuse voted unanimously last night, after a session of nearly four hours, to return to work at 7 o'clock this morning for a period of ten days.

They named a joint committee of four men, representing employees of each road, to lay their conclusions before T. W. Evans, assistant general manager of the Central, and G. C. Ferris, assistant superintendent of the Lackawanna, and delegated the same committee representatives to go to Washington to take up their demands for higher wages with the heads of the various brotherhoods, and with and through them the wage commission to be named by President Wilson, or, in case of failure to immediately appoint that board, with the President himself.

They reserved the right to go out again in ten days if there was no assurance that consideration was to be at once given their claims.

The proposition of the workers was accepted by the railroad representatives. It marks the first big break in the walk-out in the East. More than 600 men had left their positions and the De Witt freight yards, one of the largest in the United States, had been seriously crippled.

Given the necessary lever for intervention by the interruption of United States mails at Port Jervis, N. Y., and Paterson, N. J., the government took a hand yesterday by using armed troops to take care of the mails at the Erie Terminal in Jersey City. The troops have not yet been used on trains.

Prices of foodstuffs are beginning to skyrocket because of the dwindling arrivals of fresh products. While milk is still being regularly brought in by all the lines, only the Baltimore & Ohio and the New York Central are handling other outgoing and incoming shipments. These have dropped to 3 per cent of the normal freight handled in New York.

The closing of the coal docks of the Philadelphia & Reading Railway at Port Reading and the Lackawanna & Erie yards at Perth Amboy has brought about an acute coal shortage, which may result in the stoppage of important public utilities and industries which depend upon these points for their stocks.

The movement of all freight to Long Island and Staten Island has been brought to a standstill because of strikes of varmen and switchmen of the Long Island railroad at Holben and Jamaica and the Baltimore & Ohio lines on Staten Island.

Brotherhood Leaders Here
With the Hudson tubes still tied up, the ferries, all of which are running on above normal schedules, provided the only means of travel to about 500,000 workers who daily come to New York from New Jersey.

The leaders of the railroad brotherhoods are beginning to concentrate here for their battle with the "outlaws," said C. C. Waller, a government labor

Tube Trains Run Without Passengers

Instruction Specials Are Kept Going All Day and Service Expected Soon

Rumblings which plainly indicated an approaching train, the grinding of brakes and stentorian cries of "All off!" created excitement among a half dozen idlers in the vicinity of the Hudson Terminal yesterday.

But rumors that the strike was over were exaggerated. The echoing sounds indicating a resumption of the service were caused by trial trains equipped with green crews who were merely learning the route. The practice trains operated all day, but not a passenger was aboard.

The Hudson & Manhattan Company hopes to be able to operate "shortly" with the new crews, it was said. No date was set for the reopening. Meanwhile, the striking tube men threatened to cut out the platform workers if the service was resumed with the aid of strike-breakers.

Entrances in the concourse of the terminal were heavily guarded, it was said, by detectives of the railroad. No persons were permitted to descend the stairs leading to the lower level of the concourse unless they had business there.

GOOD MORNING
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